

MCCNEWS

October 2011



Volume 25 Issue #8

The Official Publication of The Maryland Chevelle Club

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NEXT MEETINGS

**October 22, 2011 at Bayside
Chevrolet in Prince
Frederick, MD following the
show**

**Saturday, November 12, 2011
at Thoroughbred
Transmissions in
Laurel, MD 2 PM**

**December
Meeting/Christmas Party
TBD**

Remembering the Life of Bob Wilcox

Many of us are lucky in life to meet that one great friend that impacts our lives, and actually stays in our lives over the long run. For me, one of those great friends is Bob Wilcox.

Our mutual interest in Chevelles was the common thread that brought us together. Back in 1984, Don Ayers placed an ad in The Chevelle Report, the monthly publication of the now defunct National Chevelle Owners Association. Within a few weeks, about eight of us agreed to meet at Don's home in Middle River, MD. I can not remember everyone's name in attendance, but I do remember Don, Len Melpignano, Bob, and I met at Don's place.

We discussed quite a lot that night about forming the Maryland Chevelle Club, various upcoming activities, and attending an upcoming NCOA Chevelle Showdown. Everyone "assumed" various duties, of which Don became the first MCC President.



Bob, being the visionary he was, laid a path on which we would take the MCC to become the official Chevelle Club of Maryland.

Although the MCC did not get off the ground on that first attempt, we did attend many local and regional car shows as a group. I must admit that Bob was the heart of the fun and camaraderie we had, whether it was bench racing or trying to keep up with him on the highways. He quite frequently drove substantially above the speed limit when driving on extended road trips to various shows. On a couple of occasions, he would blow by us and disappear many miles down the highway, only for us to catch up and pass him along the highway while a police officer was ticketing him.

Once we arrived at a show venue, I was amazed at just how many people Bob knew. It was akin to hanging out with a rock star, or a Chevelle Celebrity. But I quickly learned why, as Bob had a heart of gold and always lended a helping hand, no matter what was needed. Even I was the recipient of his extreme generosity in years to come, but I will save that for later.

(Continued on page 6)



Maryland Chevelle Club

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President's Report

It is very difficult to write this month's Report for the Newsletter. As you can see by this edition of the MCC Newsletter, we have lost a dear friend and founding father of the Maryland Chevelle Club. Bob Wilcox has passed on to the ultimate cruise spot in the sky.

Bob was an avid Chevelle aficionado. He enjoyed the hobby and all those he encountered in it. You could find Bob attending any and all car shows. From a local show to regional shows to national shows, Howard County Fair show, ACES, Woodward Ave Dream Cruise in Detroit. He not only attended but also participated fully.

We as members of the MCC owe Bob a great bit of gratitude for all he had done for the Club. Bob was the key ingredient in getting sponsors lined up for our show each and every year.

But let's not forget the fun side of Bob. Can you say BURNOUTS? Bob was known for getting the red '68 to light 'em up to the enjoyment of all.

Bob will surely be missed not only by his family but, also his extended family, the Maryland Chevelle Club.

As members of the Club who attended his burial; a fitting send off was exercised by all those who brought their Chevelles...As each Chevelle came beside Bob we LIT 'EM UP for him to the cheers of his family! A true send off to a Good Friend and MCC member.

Still Cruisin' (but with one less fellow cruiser)

Don Gray



Membership Report



Annual MCC Membership is \$25 per year and entitles you to 9 issues of MCCNews, the official publication of the Maryland Chevelle Club. Your annual dues should be sent to Deb one month prior to your expiration date to:

Maryland Chevelle Club
C/O Debra Radcliffe-Borsch
2510 Pfefferkorn Road,
West Friendship, MD 21794

Please send payment by check or money order. We also accept PayPal payments to mcc@mdchevelleclub.com

Happy Birthday October!

| | |
|---------------------------|-------------------------|
| 1-Oct Tammie Berry | 15-Oct Roger Jorss |
| 2-Oct Thomas Thompson, Jr | 18-Oct Randy Kirker |
| 3-Oct Danny McCutchan | 20-Oct Bonnie Hance |
| 4-Oct David Poland | 20-Oct Debbie Rihl |
| 4-Oct Donna Powell | 21-Oct Wanda Berry |
| 5-Oct Thomas Ryan, Sr. | 21-Oct James Hinshaw |
| 5-Oct Elizabeth Stonko | 21-Oct Jeannie O'Connor |
| 5-Oct Robert Walton | 22-Oct Justine Rodland |
| 8-Oct Roland Peed | 23-Oct Janet Endres |
| 10-Oct Edward Fioravante | 24-Oct Bob Wilcox |
| 11-Oct Malea Daughton | 25-Oct Ralph Huffman |
| 12-Oct Deniese Baslik | 25-Oct Barbara Schena |
| 12-Oct Jill Phelps | 28-Oct Chris Salvatore |
| 14-Oct Robert Eyler | 30-Oct Sharron Cirillo |
| 14-Oct Matthew Melhorn | 30-Oct Shawn McCourry |

The following members are due to renew

| | | |
|---------------------|-----------------------|--------------------|
| 663 Bill Banwarth | 791 Tom Baslik | 413 Earl Bennett |
| 711 Thomas Berry | 671 Gregg Davis | 828 Paul Foresta |
| 829 Robert Harry | 834 Jonathan Hart | 741 Jake Hershey |
| 669 Kevin Kistler | 852 James (Bud) Kolbe | 471 Bill Koustenis |
| 489 Lee Malit | 415 Frank Matthews | 537 Earl Nixon |
| 712 Tricia Reiss | 811 John Rihl | 706 Ken Schou |
| 606 Robert Shaeffer | 867 Mike Soares | 868 John Solomon |
| 544 Vic Struder | 543 Morgan Thomas | 499 Frank Wheatley |

New Members & Renewals

| | | |
|-------------------|----------------------|------------------|
| 393 Charles Dean | 659 Gary Loveless | 825 Joe Miller |
| 485 Richard Rogan | 555 Dan Sivley 3 yrs | 479 David Stokes |
| 746 Ted Verbich | | |

| | |
|----------------------|---------------------|
| 884 Lawrence Wheeler | Perry Hall, MD |
| 885 Steve Berry | Waldorf, MD |
| 886 Steve Silverman | Rockville, MD |
| 887 Michael Clifford | Capitol Heights, MD |
| 888 Randy Sprecher | Lusby, MD |
| 889 Matthew Melhorn | Hanover, PA |

Region Representatives

North: Jay Ball
Bel Air, MD

(410) 838-2286
Jball117@verizon.net

South: Tim Deale
Sunderland, MD
(301) 855-0227
TiDea@comcast.net

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Cambridge, MD
(410) 228-4702
Waters4702@verizon.net

West: Pat McTighe
Middletown, MD
(301) 371-5071
Mff200@aol.com

New MCC Website Address

WWW.MDCHEVELLECLUB.COM



FEATURE CARS WANTED!!!!

**If you would like you
have your Chevelle
featured in the MCC
Newsletter, please
contact Editor Tom
Rightler**

**(BlueSS454@comcast.net)
For more information**

MCC Email Subscription

**We have a Members Only
email distribution list. If you
are not receiving emails
sent by our president, then
you can add your email
address to the list by going
to**

**[Http://www.mdchevelleclub.
com/emailsubscribe.htm](http://www.mdchevelleclub.com/emailsubscribe.htm)**

Hosting Future MCC Meetings

**If you would like to host an
upcoming MCC meeting in
your area, contact VP Ray
Griffin for details at
BRN2RN72@aol.com**

MCC Meeting Minutes

MCC Meeting Minutes September 17th, 2011

Attendees: Don & Debbie Gray, Tom Rightler, Jim & Renie Klawunder, Tom & Dorothy Morris, Diane & Bob Gillespie, Tim Deale, Terry & Dottie Bolyard, Donnie Gates, Fred & Evelyn Gillis, Ray Griffin, Cathy & Daddy Fig, Mark & Andrea Waters, Roger Jorss, Jeff, Betsy & Taylor Barnes, Ray Morris, Arianna Morris, Tom & Maryellen Ryan, JJ, Kelly, Bowen & Sophie Fig, Russ & Karen Kirkpatrick, Wayne McCrary, Susan Gray, Steve Berry, Leo Paugh.

Location: Quiet Waters Park, Annapolis, Maryland.

Thank you to Ray Griffin for setting up our location for our annual MCC picnic & monthly meeting.

No membership report this month.

Treasurer Report: Given by Evelyn Gillis.

Old Business:

The MCC will be hosting its first car show at Bayside Chevrolet in Prince Frederick, Maryland on Oct 22, 2011 from 9-3. The show will be benefiting End Hunger in Calvert County.

New Business:

The club will be selling throws that have the MCC logo on them. They will be sold for a price of \$ 35.00. They are very large and warm. Members had a chance at the club picnic to see what they look like. Everyone liked them and we agreed upon the price for what we will sell them for. If you might be interested in ordering one (they also will make great gifts for xmas) contact Don Gray or Evelyn Gillis.

The following members were given the MCC recognition award at our picnic this year. They were recognized for outstanding service to the club for this past year.

Congratulations to the following members:
Evelyn Gillis & Tim Deale.

Congratulations to Rich Simpkins as he won a \$ 150. 00 gift certificate for getting a donation of \$250.00 or more to our MCC show in Northeast, Maryland.

Next meeting will be at Bayside Chevrolet at the conclusion of the show in Prince Frederick, Maryland on October 22, 2011.

Calendar of Events



September 28 - Oct 2 Fall Carlisle. Carlisle Fairgrounds, Carlisle, PA.
More info at www.carsatcarlisle.com/ce/events/fall-carlisle/index.asp

October 2-3 Wild Wheels Weekend: Virginia Beach Convention Center
Virginia Beach, VA. More info at www.specialeventpro.com/

October 6-9 Endless Summer Crusin'. Ocean City, MD. More info at
www.specialeventpro.com/

October 22 9 am - 3 pm Bayside Chevrolet 1st Annual Car, Truck & Bike
Show Bayside Chevrolet, Prince Frederick, MD. 1200 Solomons Island
Rd. (Rt. 4 South). Rain Date - October 30. Hosted by the Maryland
Chevelle Club. All proceeds go to the End Hunger in Calvert County.
More info at <http://mdchevelleclub.com/showinfo.htm> \$10 DOS

October 22 ~ 3:30 pm MCC October Meeting. Bayside Chevrolet
Prince Frederick, MD. Right after the show.

October 29 10 am - 3 pm. K.I.C. Halloween Car Show. Kent Island VFD,
1610 Main St., Chester, MD

Cruise Nights 2011

Every Monday Night 7 pm - ? Cruise-In, Glory Days Restaurant, Bowie, MD.
Off Rt. 450 (Market Place Mall). Call John at 410-672-0094.

Every Tuesday Night 6 pm - 9 pm Cruise-In, Park Plaza, Severna Park, MD. At
Ledo's Pizza (Ritchie Hwy)

Every Tuesday Night 6 pm - ? Cruise-In, Rita's Ice, Stevensville, MD. Exit 37
Off of Rt. 50 (K-Mart Shopping Center at 301/50 & Rt. 8 at the Bay Bridge). For
More info Call Bob at 410-643-4582. Apr-Oct.

Every Wednesday Night 6 pm - 9 pm Cruise-In, 3 Brothers, Glen Burnie, MD.
5th Ave & Ritchie Hwy. For more info, Call 410-863-1919.

4th Thursday Each Month 5 pm - 8 pm Cruise-In Night in Downtown Elkton,
MD. Main & North Streets. For more info www.elktonalliance.org (Starts April
28th).

Every Friday Night 6 pm - ? Cruise-In, Lowe's of S. Belair, Abingdon, MD. 414
Constant Friendship Blvd. For more info, E-Mail Jeff at jbarnes03@verizon.net
or www.lowescruise.com/

Every Saturday Night 5 pm - 9:30 pm Lost in the 50's Cruise-In, Marley Station
Mall, Glen Burnie, MD Rte 2 and 100. (just down from the DMV). Starts April 3.

**For the latest up to date show/cruise-in information, please visit
www.mdchevelleclub.com and click on the Calendar of Events**

Where would you like to go on the 2nd Annual MCC Muscle Car Family Run

Choice 1:

Chesapeake Beach City in
Calvert County, MD.
Stay at the Chesapeake
Beach Resort & Spa

Choice 2:

Rocky Gap Lodge,
Cumberland, MD.
Stay at the Rocky Gap
Lodge & Golf Resort

IF YOU REALLY PLAN TO
GO! E-Mail the Club with
your preference at
mcc@mdchevelleclub.com

Looking forward to hearing
from you.

MCC on Facebook

The MCC now has a fan
page on Facebook. Log on
to www.facebook.com and
search Maryland Chevelle
Club to view the page,
become a fan, share
pictures, info, and more!

Remembering the Life of Bob Wilcox

In 1986, it was my turn to post an ad in the Chevelle Report to call all those interested together to form the MCC again. Many of the previous enthusiasts met once again, including Bob. This time, Bob laid down the law and demanded we do not let the MCC die again. I don't remember how voting was cast this time, as Don Ayers was elected president again, while Bob was elected the defacto MCC Ambassador. And the MCC took off from there and never faltered.

Once the time arrived for Don to step down, the natural replacement was Bob. And in typical Bob form, he picked up where Don left off and honed all aspects of the MCC as perfectly as he could. He had a vision of what the MCC should be and didn't let anything stand in his way. I remember when I was the newsletter editor, we would talk for hours on the phone about the newsletter, but the conversations would always jump track to Chevelles or car shows.

Needless to say, the MCC grew, and so did "the gang" that would caravan to Chevelle Showdown, the All Chevy Show at Win Kelly Chevrolet, Supreme Chevy Sunday at 75-80 Drag-a-way, and our own MCC Show. Many of our current MCC Members joined because Bob insisted on it. He was very good at being insistent!



I enjoyed every one of the shows I attended with Bob, but there is one that stands out above all the rest. The year was 1993 and Chevelle Showdown was held at the Sheraton Greensboro Hotel at Four Seasons in Greensboro, NC. Our MCC caravan was the largest ever, as some cars were trailered, some were driven. However, Bob had left before all of us and arrived in Greensboro many hours before us.

Our road trip began with driving south on I-95 through Maryland, then through DC and Virginia. Once in Petersburg, VA, we jumped on I-85 and headed to North Carolina. Once we crossed into North Carolina, I began to hear an intermittent noise from my engine compartment. It would come and go, but the car was running fine. After a few miles, just outside Henderson, NC, the noise became very loud, forcing me to stop on the side of the interstate. After all of us heard the noise, it was determined I had spun a bearing and there was no use running the engine any longer. However, we had to get the car

off the interstate, so we drove down to the next exit, found an Ambassador Inn Hotel and left my Chevelle on the parking lot.

Not very happy with my situation, I threw all of my gear into Claire's Lumina and we continued on our trip. I didn't even put the car cover on my Chevelle! When we arrived at Chevelle Showdown, Bob questioned where my Chevelle was. Once I told him of my mechanical issue, he insisted we leave the Sheraton VERY early the next day to retrieve it. After all, this was Chevelle Showdown, and my Chevelle HAD to be there.

And wake up early the next morning we did! Bob, Don, and I jumped in Bob's Suburban with trailer in tow and headed north 102 miles to Henderson. When we arrived at the Ambassador Inn parking lot, my Chevelle was still right where I left it and was undisturbed. Feeling relieved, I started it up to back it out of the space I left it in.



Remembering the Life of Bob Wilcox



competition along with my MCC friends. I don't know how many times I thanked Bob, but I could tell he was very happy that ALL of us were there WITH our Chevelles! His ever present smile was his trademark.

This was probably the most enjoyable Chevelle Showdown we ever experienced as a large group of MCCers. It was as if we were a bunch of high schoolers who escaped the confines of our parental control and took full advantage of our freedoms. There was even a "mischief" night involving a hotel wide battle using shaving cream. Many folks woke up the next morning to find the outside water fountain foaming. During the awards ceremony, I believe just about all of us won car show awards, including myself.

In subsequent years, I have passed through Henderson many times. I've also driven by the Sheraton Greensboro a few times and find myself smiling because of the fond memory of that special weekend. And before my recent move to Arizona, I disposed of many accumulated car show awards to lighten my

The engine noise was now VERY loud, and Bob knew exactly what the cause of the noise was, saying a rod bearing had spun.

We loaded up my Chevelle onto Bob's open trailer, secured it, and headed south to Greensboro. Along the way, in typical Bob Wilcox fashion, he got the urge to hit triple digits, and with my Chevelle in tow! I vehemently objected countless times, but Bob wore me down and I gave him the OK to blast down the highway. He assured me his rig was "dialed in" and there would be absolutely no problems. Plus we would arrive in Greensboro quicker.

He was right. We cruised in triple digits for what seemed many miles, an eternity to me. Upon our arrival at Chevelle Showdown, we unloaded the Chevelle and I proceeded to drive it through tech check with the engine knocking loudly! After spending hours detailing it, I was ready for show



load, except for a few "special" awards. That "Honorable Mention" I received that weekend proudly hangs in my garage here in Arizona as a happy reminder of my friend Bob and that fun-filled weekend. Without his generosity, that weekend had the potential to be the worst car-event weekend ever for me.

There are many other examples of Bob coming to someone's rescue because of a mechanical failure. He was the quintessential car guy with a heart of gold and our car enthusiast world will dearly miss him and his red '68 SS.

And another state trooper will be the denied pleasure of pulling Bob over and meeting him.

The text for this article provided by Rick Eckenrode

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Remembering the Life of Bob Wilcox

Mr. Bob Wilcox ... aka Mr. Chevelle...

Where do I start, or end, as far as that goes. I have a couple of Bob stories that most people do not know that I will share...

The first time I actually met Bob was at a car show that used to be in a small lot near the BWI airport. I had been a member of the MCC for about a year, but was not very active. We had been talking for about an hour (and for those that really knew Bob, know he could go on for HOURS just talking about Chevelles), when Don Ayres, the President at the time, came up to us and told Bob he would no longer be President due to personal issues. After a few minutes, He told Bob, "You are now the President" and walked away. Bob looked at me and said, "Well, guess I'm the new President!" It was so quick; I'm not so sure he or I really knew what had just happened. None-the-less, Bob took on the challenge, became the 2nd President of the MCC that day and the rest is history.



Bob was always willing to give advice, his expertise or lend a hand when a fellow Chevelle nut was in need. I too was the recipient of Bob's generosity. Bob was a "magician" when it came to getting a motor finely tuned. My '67 Chevelle was experiencing some bogging down and it was diagnosed I needed two new carburetors. I ordered two Holley 600 carbs from Summit Racing and gave Bob a call when they arrived. Bob was living in Beltsville, MD at the time and I in Bowie, MD. That was not a problem for Bob. I believe I could have been in California and he still would have been there to lend a hand. That weekend Bob came to my house and we installed the new carbs. My drive way had a pretty good slant to it, so being the "perfectionist" Bob was, he had me jack up the rear of the Chevelle until she was level. To adjust the floats, Bob took out the side float screws and started the process of raising the floats until the gas starting trickling out. Note here, we had a bucket of water standing by, "just in case" something happened. We did the back carb first with no problems. While adjusting the front carb, all of a sudden, gas came shooting out of the bowl. Bob grabbed a rag to stop the flow, while I went to shut the car off. Well, the bottom of the now gasoline soaked rag hit the header, which ignited the rag. With gas all over the engine, it too ignited. Bob grabbed the bucket of water and dumped it on the engine. Well that almost worked. It was not near enough, so I grabbed the hose to extinguish what was left. To make a long story short, we put out the fire... minimal damage (which was easily repaired). Bob finished setting the float, adjusted the timing and she has run perfectly since. No one but Bob and I knew about this occurrence, we never told anyone else and we would laugh about it time and time again.

I could go on for pages, but it's still quite difficult to talk about Bob's passing without shedding a tear. I'd just like to close with...Bob was the MCC and the MCC was Bob. Without question, any decisions, comments, and/or ideas Bob had, were always what he thought were for the best interest of the MCC. Every year Bob was the leader for getting donations, both cash and door prizes, for our annual show. Bob was single handedly responsible for getting more people to join the club than any other member. Bob's persistence was relentless. With his enthusiasm, He would never give up. Bob missed very few club meetings or events in the 25 years the MCC has existed and now he will never miss another. Bob is and will always be, the MCC. God Speed my friend... we will cross paths again.



Bobs '68 SS at his Beltsville, MD house

Donnie Gates

Member, past Eastern Coordinator, past president and currently on the board of directors.

Remembering the Life of Bob Wilcox

Hi Everyone, I'm Steve Wilcox. I am a son of Bob Wilcox. I would first like to thank everyone for coming out to celebrate the life of Bob Wilcox; I'm sure he would've been very happy to see so many familiar faces here in support of him. Big shout out and fist pump to the Maryland Chevelle Club members here today, I'm certain he's smiling down in full MCC gear right now..... I might be half crazy, but a part of me is still thinking that he's going to get up right now and tell me to wipe the residuals off the Chevelle for a Sunday cruise..... I'd like to thank my Dad's friends and family for coming, some coming from as far away as California and Florida to pay their final respects. We all have a unique connection with my Dad and I'm thankful that you're all here to share in this moment.

To tell you about my Dad

Growing up with my Dad wasn't easy. He was a perfectionist and accepted nothing less than perfection. Anyone who has worked with him can attest to this and I'm sure that anyone working with Bob Wilcox probably skipped a few meals while work needed to be done. Perhaps phrases such as "hustle, hustle" or "hubba, hubba" and even "make do" routinely flew.

Let me share with you his loyalty and dedication.

Saving his kids - when my Dad and Mom split, he fought his hardest to keep us together and with him. He spent great amounts of time, energy and money that neither of our parents had to ensure we were with him. This seemingly innocuous event changed the entire course of the lives of my brother and I. Instead of continuing to grow up in public housing and on government assistance, we moved to Beltsville, Maryland, and grew up in my Dad's old neighborhood and in my Dad's old house on North Lincoln Avenue.

Dad wanted us to have the things that he didn't.

Dad didn't get to grow up playing sports or be in Boy Scouts. His family's religious beliefs prevented these things that he always wanted to do. And he made sure we grew up with the choices to play sports and to be in Boy Scouts. And I am so thankful for that. That small measure from my Dad taught me the love of sports. Sports kept me in school because I had to make the grades to play. Because of my Dad's encouragement in sports, I finished high school, college and graduate school, while my brother who was also involved in sports and Boy Scouts, went on to a successful career in the Navy.

Dad was lucky to find Debbie.

Debbie is a loving and supportive wife. Together they were able to resurrect the Chevelle Club and strengthen it for the next generation of Chevelle enthusiasts to lead. Without Debbie, my Dad would have missed out on the love and support of her and her 2 wonderful children, Emily & Alex. I know my Dad loved you very much and I want to thank you for sharing your lives with my Dad.

We lost much when we lost the talents of Bob Wilcox.

He was a Classic Muscle Car Artist my Dad became more than an expert in classic muscle cars, he became an artist. He started his craft as a young boy and told me when I was ten and still playing with Lincoln logs that he had already taken apart his 1st engine. By the time he was old enough to drive "legally," he was drag racing on the beaches of Daytona. Over the years of perfecting his craft, his talents became fully perfected, too. Just recently, my brother was hanging with my Dad and a customer called him on the phone. He answered with the same answer he's given for 30+ years, "Bob's Automotive Racing." Ha ha...inside joke for us boys. But when the customer was telling my Dad about the problem with his car's motor, my Dad just told the man to "put the phone next to the engine, so he could hear what was going on with it." He diagnosed the problem and amazed my brother.

In the end, I'm just a son trying to honor the man who gave me life and raised me up to be the man I am today

And with all that has happened so quickly.....in just the blink of an eye, my Dad has left me.....

But how do you thank the person who taught you how to ride a bike?

How do you measure the man who changed your life for the better?

How can you say goodbye to the person who continues to live on inside you?

And for all the good and bad that has happened..... All I keep thinking that I just want one more day to go drag racing with my Dad..... We love you Dad. You touched our lives and we miss you already. I hope you found peace in heaven and that you are taking it easy on God until we meet again. You are loved.



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Remembering the Life of Bob Wilcox

Bob was the first MCC Member I met back in I believe 93-94. I had placed an ad in Hemming's for a 1970 SS 454 Chevelle. Bob responded because he saw I was nearby to where he lived at the time. Although he didn't know of a car like I was looking for, he went on to tell me he was in the Maryland Chevelle Club. We talked for a while on the phone and he invited me to lunch. At the time I met him, his Red 68 Chevelle was at the body shop being painted and he had quite a few parts stored in the house for it. "My kind of guy". As we were talking he mentioned he had a 69 Chevelle race car near by and offered to take me to see it and so we did, he even started it up for me as well. Well needless to say our lunch never happened as we spent several hours talking cars.

Bob gave me some details about the Club and some of the activities etc. At the time I didn't really think I was interested in joining a club. Unfortunately I didn't join the club until 2000. Once I did join, I attended a meeting and found out that numbered MCC tags were available. Bob had the MCC 70 tags and offered them to me, but at the time I thought I would have to have had my car inspected in order to use. I didn't realize I could have put them on any car. Had I known, I would have accepted Bob's offer.. Bob would always ask me "Where is that Red 70? "

We Miss you Bob, Rest in Peace.

Ray Griffin, Vice President

Bob Wilcox.

Like him, dislike him; say what you will about him. Bob could be cranky, stubborn, hard headed, impatient, a real curmudgeon. Some may have thought those were his good points. They would be wrong. I took the time to know Bob differently. He had a real warm and fuzzy side about him also. You could always tell when he was relaxed, he would laugh a lot. When he did, his laugh and smile would radiate across the garage.

Bob's automotive knowledge and mechanical abilities were surpassed by few. He cared deeply about his customers and he treated their cars like his own, never leaving as much as a smudge, never happy until it was exactly right. And if necessary he would make house calls. Bob wasn't the fastest mechanic and he wasn't inexpensive either, but he was the BEST. When he built an engine for you, it would be right, and it would be reliable. He loved what he did and it showed in the cars he built and maintained. He was like most of us in that we refuse to grow up and still play with cars. He just happened to have more toys to play with and it became his life.

Bob was quite the taskmaster. He expected no less of others than he did of himself. When I worked with him in the shop he would work me to death and I would sleep like a baby those nights. He would take the time to answer all my questions and actually seemed to enjoy the role of teacher. Those times were the best.

Bob tried to be a private person, but I wouldn't let him...always asking him questions about himself, his life, and his past. I wanted to know him. I wanted to be friends. We didn't run in the same crowd, but we did cruise and street race the same areas in the mid 60's and actually had some acquaintances in common.

Bob would speak about his sons, Robby and Stevie, and he would talk about Debbie's children Emily and Alex. Always with pride and always with a warmth and love that appeared to be just for the kids. He seemed to save the most noticeable emotion when he spoke about his beloved Debbie. There was no denying the love he had for her. If you didn't see these sides of Bob, then you missed the real man he was, he left us all too soon. We all have stories. We all knew him in our own way. This is how I knew him. I loved Bob Wilcox and will miss him dearly. Rest in Peace my Friend.

Phil G. 65 SS MCC #36

Remembering the Life of Bob Wilcox

Bob Wilcox,

My first riding experience with Bob was at the '97 Chevella-bration. This was the very first ACES show. Jeff Reed, Bill Margelos, Bob, and I had that made the trip. At first Bob wanted to caravan (one of his favorite words) to the show, but at the last minute he called me and said that the Chevelle was not running yet. He had just put the new engine in a couple days before and was thrashing to complete it for the trip. He told me to go on ahead and that he and Bill would catch up. later. We all made it to the show without any problems and it was a nice, warm, dry day.

On Friday evening there was a cruise to go to (I believe it was John Andretti's Drive-in, about 20 miles away) and Bob was going to drive all of us. We were in the parking lot waiting to go and there was no Bob. Bob was running behind. Well, it was maybe twenty minutes later and Bob showed up. By then everyone had left on the cruise. Bob said, "NOT TO WORRY, we'll catch up to them on the road". We then jumped out on the highway and Bob immediately pushed it to the wood... 80, 100, 120 mph and the speedo was pegged, with no let up in sight. I had my camera with me and started taking pictures figuring, if something happened to us they could look at the them and know what happened. I then noticed that steam was coming out from under the dash and the water temperature gauge was pegged at over 240 degrees. Again Bob said, "NOT TO WORRY". Steam was rolling out from under the hood and we HAD to stop! We opened the hood and found that the radiator hose had blown off the engine, along with all of the water. Bob again said, "NOT TO WORRY". He went to the trunk and got out two gallons of water. He then dumped the water straight into the radiator. I knew we were done because the engine was gonna split wide open. He slammed the hood and said "lets go!"



We started down the road again and BOB PUSHED IT BACK TO THE WOOD, up to a 100 mph plus. The gauge was still on 240, but he said, "the air would cool it down". It didn't cool down, so we got off the highway and pulled into a gas station where Bob got the water hose and washed the hot engine off and then filled it up with more cold water. We finally made it to the cruise site but by then everyone had left. We did make it back the hotel and Bob said, "maybe we could go on another cruise on Saturday night". Luckily for us it rained the rest of the time there. That was my first ride with Bob...and a great first impression.



Tom Morris, MCC Board of Directors

Remembering the Life of Bob Wilcox

To The Wonderful Members of the Maryland Chevelle Club...

I cannot express how sincerely grateful I am for all of your support after Bob Wilcox's unexpected and untimely passing. Your support has taken many forms: the flowers/cards/calls/emails from so many, the number of Chevelle enthusiasts during visitation, the long line of Chevelles carrying Bob to his final resting place (plus the burnouts in his honor), the arranging for and payment of the reception after the funeral, the financial support for me personally, the protection of Bob's belongings from predators, the completing work on customers' cars, and all the advice about taking care of myself and taking one day at a time. You all have shown just how much Bob meant. I have to pause here and let the tears flow.

Everyone has offered their help and I have been willing to ask for specific help while trying to spread my requests among many people so that no one feels overburdened by my needs for assistance. There is still much to do to settle Bob's estate, including taking an inventory of everything titled in his name. His sons want to keep his '68 and his '69, although they did not realize that his '69 is in pieces at several locations. I am heartened when one of Bob's customers tells me, "One of the MCC guys says nothing is leaving Bob's garage that belongs to Bob. That place is sewn up tight!" I love the protection and the respect that you all have shown for Bob and for me. I appreciate people stepping up and becoming buffers between potential buyers of Bob's parts/cars/trucks/stuff and me. I trust specific MCC members to know what Bob had and what it is worth, since I really have little knowledge in this area. I don't have the words to express how deeply I am touched by everyone's concern for making sure that I am not taken advantage of. The Maryland Chevelle Club is a very large and generous family indeed.

Thank you. Thank you all from the bottom of my heart.

D :-)



I am sure you all are aware of how much Bob loved the Maryland Chevelle Club, he was one of the founding members and stayed active in the club from day one. During his presidency, he was proud to bring the club into the Internet Age, making us the first US club on the web, two weeks behind the British Columbia Chevelle Club. (Donnie Gates used his skills to develop our site and has always been our Webmaster.) Bob was determined to raise the quality of our newsletter to the best he could make it. He and I spent about 40 hours on every issue and Bob was fanatical about spelling and punctuation. He would reprint a whole page when a comma was missing, instead of simply penning it in. He also insisted that addresses have as few abbreviations as possible. So if you ever noticed, your mailing labels spelled out Street, Court, Drive, Road, and if there were room on the label--Boulevard. He sought out a variety of

topics to include and scoured the dealership service bays for updates on mechanical repairs that would be of interest to our members. He produced the one and only color hard copy newsletter following the 1996 show, which cost the club \$5.00/copy because the cost of color copying was so

Remembering the Life of Bob Wilcox

expensive back then AND there was no two-sided copying at that time either. He carefully arranged photographs on two letter size sheets laid side by and copied them onto 11x17 sheets and then glued blank sides of the 11x17 singles to create the book format of the MCCNews. Fortunately, we had a good turnout that year and the club had the money in the treasury to cover the costs. He had the Maryland Chevelle Club challenge the Royal GTOs in softball and MCC usually won.

Bob got involved with drag racing when he was 14 and worked on the pit crew of a local Dodge racing team. He immediately loved the speed and the sense of controlling power, so he began researching how to get the most horsepower possible out of his 1956 Chevy Belair convertible. That car certainly made him popular with the girls in high school, while challenging guys with other hot rods in street races. In college, Bob joined a fraternity where everyone had a title. Bob was "High Tires" and he wrenched on every frat brother's car. Bob replaced his high school ride with various muscle cars, and could not wait for GM to produce a straight from the factory high horsepower thrill. Naturally, Bob was an original owner of a 1970 Chevelle SS with the LS-6 option. He had ordered the car with all the racing options he could get from the factory yet keep it looking stock and when he picked it up from the dealership, he immediately drove it home, changed the water pump and went racing. [That particular car burned up on the track at Colonial Beach, VA, he lost the whole car because the track did not have any fire suppressant equipment on site that night.] He then acquired the 1969 Chevelle SS and tubbed it out to make it strictly a racecar. He used it as his show car, too and trailered it to various shows, even winning the DC World of Wheels Best in Show (before I met him).

Now to give a little history and the back story on "BOBS 68". Bob served as the mechanic to the original owner for the 68 from the time it was new until 1972 when he acquired it from the original owner. During the time Bob served as the mechanic, he repeatedly mentioned to the original owner that should he ever decide to get rid of it, to give him first dibs. That time came in 1972 when the 68 had suffered an electrical short and subsequent fire under the dashboard. From that time on, the 68 was used as a daily driver and tow vehicle for Bob's '69 SS race car/show car going to NCOA conventions and drag racing events through the 80's and early 90's. After being hounded by several NCOA members about the 68's dilapidated appearance in the mid 80's, Bob was convinced to repaint the car in Spectra Red to match the race car.



The 68 received its last reconstruction in 1993 after being totaled for the 4th time. That's right, the 68 had been totaled 3 previous times and brought back to life each time. From that time on, the 68 served as Bob's show car and occasional drag racer, while still being DRIVEN to each event he attended from NCOA conventions, ACES Chevelleabration, various ACES regional events all over the eastern United States, the Woodward Ave Dream Cruise in Detroit, and the Hot Rod Power Tour for several years in a row. Bob also always made sure that anyone he talked to about the 68 knew that he was the 2nd, 4th, and 6th owner, sometimes he would even say he would be the FINAL owner keeping it safe through his 3 divorces.

There is a delicate balance between race car and street car, Bob nailed it. He was, without a doubt, the definition of a Hot Rodder.

Debra Radcliffe-Borsch
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A promotional graphic for the Northern Regional Chevelle Show. It features a red 1968 Chevrolet SS in the foreground, with a large American flag and fireworks in the background. The text "Northern Regional Chevelle Show" is prominently displayed at the top. Below the car, there are several logos and contact information for sponsors and vendors, including ChevelleForum.org, Butch Johnson's, and Don Sitts Auto Group.

October 2011

Remembering the Life of Bob Wilcox

I'm not too sure where I should begin so I'm just going to do some highlights of my experiences with Mr. Bob Wilcox. I first met Bob at the 2001 show in North East, MD. Having just come off a very disappointing few weeks of not being able to make the trip to Nashville for Chevelle~abration (due to mechanical issues of the tow vehicle at the time), I went in search of finding others that had attended the event. I talked to quite a few folks that weekend about different things, looking for something to really get involved with. Many of those same people pointed me towards Bob as "The Man" when it came to Chevilles. After several conversations with him over the course of the weekend, I made the decision to join the MCC and jumped in with both feet. I was looking for something more than just taking my '70 out to shows and sitting in parking lots. I looked at this as the perfect opportunity to make something more out of owning a Chevelle.

Throughout the course of the following year, I regularly attended MCC meetings, coming from Southern New Jersey each time. Some thought I was nuts, but hey, I wanted to be involved. During each of my visits, with or without the car, I'd chat with Bob about my '70; how it was setup, what could be done to improve it, and talk about drag racing quite a bit. The time finally came where I was able to go to Chevelle~abration in June of 2002 with quite a few other MCC folks. The highlight of that event was the Thursday night drags. I had full intentions of putting the '70 on the track and beating the tar out of it, that's why I built it. Upon arrival at the track, I had pulled in next to Bob in the pits, noticing him unloading his roving parts department in the trunk. I remember commenting, "Is there anything you don't have in there?" His reply was, "When you drive them and race them like I do, you carry anything you might need on the road". I knew at that point, I had found someone else like me that wasn't just content sitting on a show field, but someone that liked to push his car to the limits. The final time trial I made that night I was paired against Bob. Little did I know at the time, that this would be the beginning of long-time friendly drag racing grudge match. That particular run, I ran an 8.18 to Bob's 8.86. I still have the time slip in my folder. That would be the one and only time I would beat him on the race track.

In the subsequent years attending Chevelle~abration, Bob's car became increasingly faster while I had mildly detuned mine with a rear gear change. A few months before every event in Tennessee, I would start ribbing Bob a little bit that I'd be gunning for him on the track. He always replied smiling "bring what you got; you're going to need it. You beat me once, that's not going to happen again!" He never would give up any of the secrets of what was in that engine in the '68. He just kept raising the bar higher and higher every year. Before our last match up in Tennessee in 2010, I had pulled the engine out of the '70 to put in a new torque converter and a whole new top end (heads, intake, and bigger headers) just to try and climb up to the bar which had been raised so high. I was able to inch closer but still not come close. Bob made drag racing more fun than I could have ever imagined it. There will be a huge void next time I set foot on Music City Raceway in Goodlettsville, TN.

Now time for a quick story. While I was restoring my '69 Malibu, I had been scavenging for a pair of exhaust manifolds, as the original ones were MIA. Naturally, I thought to ask Bob if he had any, which he did. After an MCC meeting in November of 2002, Bob suggested I follow him back to the house and he would hook me up with a set. What started out as picking up a part turned into a mini-adventure on the 30-minute ride to Bob's place. Bob had brought a recently acquired '70 Pontiac Bonneville 455 to the meeting; I had my '86 Cutlass. While heading West on MD-32, someone in a late model Camaro decided to start playing games with us. I paid no mind to it as I was following Bob in the dark, in an unfamiliar (at the time) area. Bob on the other hand wasn't going to have any of this. Before that Camaro had got so much of an inch past the Pontiac's front bumper, a black cloud of unburnt fuel came out of the tailpipes and he was off. As I previously stated, I was in unfamiliar territory and had no idea where I was going... sooooo, I put the hammer down too so I didn't lose sight of the Pontiac. Soon the speedometer needle was buried deep within the gauge cluster and all I had to go by was the tachometer. I can only guess as to how fast we were going, but the tach read 4200 RPMs. Upon arrival at Bob's, he had lifted the hood on the Grand Prix to check a few things and noticed the accelerator cable has hanging on by a thread...LITERALLY! All of the strands of the cable had snapped except one. "Good thing that cable held up back there on route 32!" was all he could say.

Now on to some final thoughts. Anytime when we would be on the road attending a long distance event, Bob was always there to look out for me just like my own father. Whether it was taking me to a parts store in Tennessee or helping fix a problem in the pits at the race track. What meant more to me than any of that was his reaching out to me when I lost my own father in February of 2008. I will miss our drag racing match-ups, cruising side by side on Coastal Highway in Ocean City, and getting thrill rides in the '68, but most of all our long talks about muscle cars, other experiences, and always being greeted with a smile and a firm handshake or one of those big old bear hugs Bob was famous for.

Tom Rightler, MCC Newsletter Editor

Remembering the Life of Bob Wilcox

Robert Lewis Wilcox, Sr
October 24, 1948 ~ September 22, 2011



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Remembering the Life of Bob Wilcox

The Adams Show 2004--that's where I went in search of the man who owned that remarkable red '69 Chevelle I knew from my youth at 75 & 80 Dragway. From the MCC website, I knew his new shop was close to my home and I really wanted someone who was particular to help with the restoration of my '69. You see, I wanted a simple business transaction and I had already selected a body shop; so I simply needed a drive train expert, (or so I thought) to aid in completing the project.

Well, the day after the show, Bob showed up at my place to "inspect" my '69. The litany of things I was doing wrong started right after the "Hello, how are ya!" He didn't even give me the chance to say, "Don't worry, I'll pull the motor and trans." No, instead the car was on his trailer and subsequently on its way to Chevelle heaven. Two days later I got the good news; "O.J., the block and the crank are good, but the rest is junk." Well, I'll tell you, I was pretty stressed. I'm a teacher and my budget is definitely limited. "Let's go to lunch; my treat;" that started the first of so many three hour conversations, for which Bob was absolutely famous. He couldn't tell any story in less than an entire afternoon!

We talked of old times at 75&80 and of my goals for this restoration. I hadn't been in a fast car in 25+ years. Needless to say, Bob fixed that! Back to his shop and on a little sojourn we went. Started out pleasant enough, putt-putted up Frederick Road, Rt. 97 North and then on-the ramp to Rt. 70 East. Little did I know that this was his favorite part of his "test ride." We were going over 130 mph. and had made one of Bob's patented low 11-second passes. First time I'd felt that exhilaration in years and I wanted more...much more.

Fortunately, over the next seven years, I was granted many opportunities. But as those of us who knew Bob well, this was only the beginning of his generosity. He rescued my restoration from a less than scrupulous body shop owner (another of my many mistakes), used his considerable knowledge and resources to find "real" parts for my car and worked tirelessly to give me the ride I really wanted. He too wanted a ride in that car.

It was his first frame-off restoration and we made big plans for a time frame my resources would handle. Alas, my ride is still in Chevelle heaven, but the best part of it is complete, waiting patiently as it has since that fateful day in 2004 for completion. It will feature one of Bob's last drive trains and will be, God willing, dedicated to his craftsmanship, uncompromising standard and genuine love of Chevilles.

Bob was also only too willing to give lessons in workmanship. I "volunteered" to help him on occasion, because as anyone who's seen the shop knows, Bob needed help on occasion. The first job I did was a battery cable installation. Well, Bob looked at it, said "ok" and then did the entire job again, explaining each little mistake I had made and its implications. He wanted to make sure that there was "no way possible" for this installation to cause a short or a fire. Bob knew fire all too well as one caused the loss of his 70 LS-6. Over the years, I worked with Bob on several occasions and I knew I had arrived when he brought one car to my home garage and asked me to finish the last parts of the restoration. Of course, he came over to check on the progress...and correct the details.

Nobody I know or have ever met has known Chevilles like Bob. Nobody cared for customers' satisfaction like Bob and those of us who are left to carry on his tradition know just how difficult our task will be.

But Bob would want us to carry on...he was in the process of restoring his beautiful '69 race car and had built a nasty big block for it. He was also in the process of restoring one of his favorite cars of all time, and believe it or not, it was not a Chevelle! It was a Pontiac at least it was still GM. He would say, "Habits are formed early; do the job right and to the best of your ability, and HAMMER DOWN!"

Sidebar:

A last little known fact; in the years that transpired, I decided to re-power my other classic, a 55 Chevy. The last motor Bob ever completed for a customer was not a big block, but instead a naughty little small block that we paired with one of his patented, fully rollerized "Super M-22's." It will be on display at the MCC Adams show next year and will remain a lasting tribute to our friend. The week before he died, for my birthday, Bob had given me an original front emblem for the car. Bob was just that kind of generous to his friends and he wanted me to have original parts for my 55. Bob even contributed to this project from beyond this life. How? I received a call from one of his many friends; this particular one is in Ohio, who found an original 55 bird. Bob never told me he was looking for it, but the car really needed it. Those who really knew him also knew of his love for tri-five Chevys; as these were his first hot-rods.

Till next we meet again, my friend.

O.J. O'Neill
MCC # 759

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Upcoming Meeting Directions

October 22, 2011...meeting starts at 3:30 PM

**Bayside Chevrolet
1200 Solomons Island Rd
Prince Frederick, MD 20678**

From Points North of Baltimore:

- I-95 SOUTH
- Keep RIGHT to take I-895 S/HARBOR TUNNEL TRWY toward ANNAPOLIS (Portions toll).
- Keep RIGHT to take I-895-SPUR S via EXIT 6 toward I-97 S/RT-2 S/ANNAPOLIS/GLEN BURNIE.
- Merge onto I-97 S toward ANNAPOLIS.
- Take the US-50 E/US-301 N exit on the left toward Annapolis/Bay Bridge.
- Take the MD-665 exit toward Aris T Allen Blvd/Riva Rd.
- Keep right to take MD-665 S/Aris T Allen Blvd via EXIT 22 toward Riva Rd.
- Merge onto Solomons Island Rd/MD-2 S toward Edgewater. Pass through 2 roundabouts.
- Turn right onto Auto Dr. * Auto Dr is 0.1 miles past Avery Rd

From Points East:

- US 50 WEST crossing the BAY BRIDGE into ANNAPOLIS
- Take the MD-2 S exit, EXIT 23A, toward Parole/PR. Frederick.
- Turn slight left to take the ramp toward MD-2 S/MD-450/Parole/PR. Frederick.
- Turn left onto Solomons Island Rd/MD-2 S. Pass through 2 4 roundabouts.
- Turn right onto Auto Dr. * Auto Dr is 0.1 miles past Avery Rd

From Points West:

- Follow I-70 East
- Merge onto I-270 S via EXIT 53 toward WASHINGTON.
- I-270 S becomes I-495 E/CAPITAL BELTWAY/I-495 INNERLOOP.
- Keep LEFT at the fork to go on I-495 S/I-95 S/CAPITAL BELTWAY/I-495 INNERLOOP.
- Merge onto MD-4 S via EXIT 11A toward Upper Marlboro.
- Turn right onto Auto Dr. * Auto Dr is 0.1 miles past Avery Rd

From Points South:

- Start out going southeast on Leonardtown Rd/MD-5-BR S.
- Take the ramp toward MD-231/Prince Frederick/Hughesville.
- Enter next roundabout and take the 3rd exit onto MD-231 E/E Prince Frederick Rd.
- Enter next roundabout and take the 1st exit onto MD-231.
- Turn left onto MD-4 N/MD-2 N/Solomons Island Rd N.
- Make a U-turn at Avery Rd onto MD-4 S/MD-2 S/Solomons Island Rd.
- Turn right onto Auto Dr. * Auto Dr is 0.1 miles past Avery Rd

November 12, 2011...meeting starts at 2 pm

**Thoroughbred Transmissions (Steve Powell's Shop)
11011 SCAGGSVILLE RD
Laurel, MD
301-317-7886**

From the North

- Take I-95 South
- Take the I-95 South/Fort McHenry Tunnel exit, exit number 62, towards Baltimore/Washington
- Merge onto I-95 S
Take the MD-216 WEST exit, exit number 35B, towards Scaggsville
- Merge onto MD-216 N/Scaggsville Rd
- Turn left onto MD-216/Leishear Rd
- Turn right onto MD-216/Scaggsville RD

From the South

- Capital Beltway/I-495 N/I-95 N
- Take I-95 N towards Baltimore
- Take the MD-216 West exit, exit number 35B, towards Scaggsville
- Merge onto MD-216 N/Scaggsville Rd
- Turn left onto MD-216/Leishear Rd
- Turn right onto MD-216/Scaggsville Rd

Please bring a chair to the meeting. Also, for anyone that would like to arrive a little early, Steve will allow you to put your car up on a lift to check things out, but NO repairs are to be made. Those wishing to do so should arrive by 1 PM.

As there are many ways to get to the meetings, please use mapquest or yahoo to get specific directions from your location.

Classified's...Buy, Sell, Trade, Services

For Sale

MCC T-Shirts (Black, Ash or White)
S,M, L, XL - \$16.00 or 2XL or 3XL - \$17
Ladies MCC Tank Tops (Pink)
Only Medium & XLarge Available \$15
2010 Show T-Shirts & Pocket T-Shirts (Ash or White)
S, M, L & XL - \$15
2XL or 3XL - \$16
2009 Show T-Shirts (Ash or White)
S, M, L & XL - \$10 or 2XL, 3XL - \$12

Wanted

Garage space wanted for my '67 Malibu preferably in lower Montgomery County MD (Wheaton, Silver Spring, Chevy Chase, Kensington, Bethesda areas). Needed in late summer. **Tom Phelps (301) 385-8496**
trpcruiser02@aim.com.

Cars for Sale

For Sale: 1971 Malibu 2dr ht PROJECT

It has been sitting for 7 years and needs some TLC. I have the ORIGINAL BUILD SHEET. It is a 1971 Malibu 2dr ht, V8, auto, pb, ps and air. No major rust problems, just the usual in the floor and trunk. I have some new and used sheet metal for most of the holes. All glass is ok. When I bought the car the SBC engine had just been rebuilt; new carb, alt, dist, headers and Flowmaster exhaust. I also have a disc brake conversion, steering linkage and SS hood for it. The interior needs a lot of work, it has correct bucket seats (need recovering), console, back seat is ok, and all the door panels (need to be replaced, but serviceable). Other misc. parts in the trunk. \$2,900 clear title
Serious inquiries only please.

Contact Bob Walton MCC #386
aristotl@verizon.net
410-721-9140

Services

I can repair/rebuild/modify your Saginaw steering columns. Column to floor shift conversions & tilt rebuilding. I can install high beams in column just like late model GM's. More info,
Chuck Greason, Email chuck.greason@phh.com

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I'm your Jet-Hot dealer, good prices, quick turn around. **Tom Morris, Email showcar402@aol.com**

Computer Repairs. Looking for a new computer? Need an upgrade, virus removed, etc. Reasonable Rates. **Donnie Gates, 240-508-7874, Email donnieg67@aol.com**

Epitaph for Bob
by Larry Faust (brother-in-law)

Bob "Chevelle" Wilcox

A statement, passion, a memory

Speed, Power, Control

Pursuing the Bob goal

No matter what the toll

Rest in peace

MCC Members may advertise in this section at **NO CHARGE**. Ads will run for two (2) consecutive issues. The **DEADLINE** for your classified ad(s) is the 10th of the month. Ads with an E-mail address will be posted on our web site as well. Please send ad(s) to Tom Rightler via E-mail at bluess454@comcast.net

Please note: The month at the end of your ad is when it expires. Pictures will be used as space permits.

MCC Business Directory



This space will remain in memory of Bob Wilcox



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Remembering the Life of

Bob Wilcox



Maryland Chevelle Club
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